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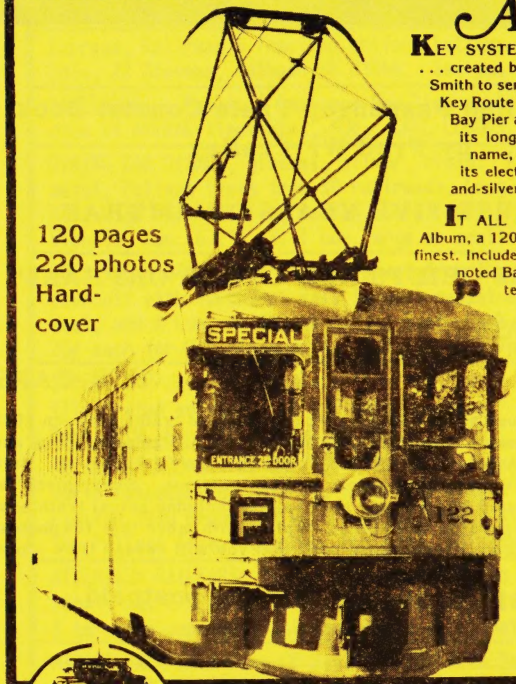
KEY SYSTEM ALBUM



120 pages
220 photos
Hard-cover

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IT ALL COMES ALIVE in our new Key System Album, a 120-page photo gallery of electric transit at its finest. Includes vintage photos in **full process color** by noted Bay Area railfan photographers. Not the written history, but a carefully created photo essay covering Key from earliest days to abandonment. 8½x11" album format, hardcover, color dust jacket. By Jim Walker

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SECOND ISSUE OF
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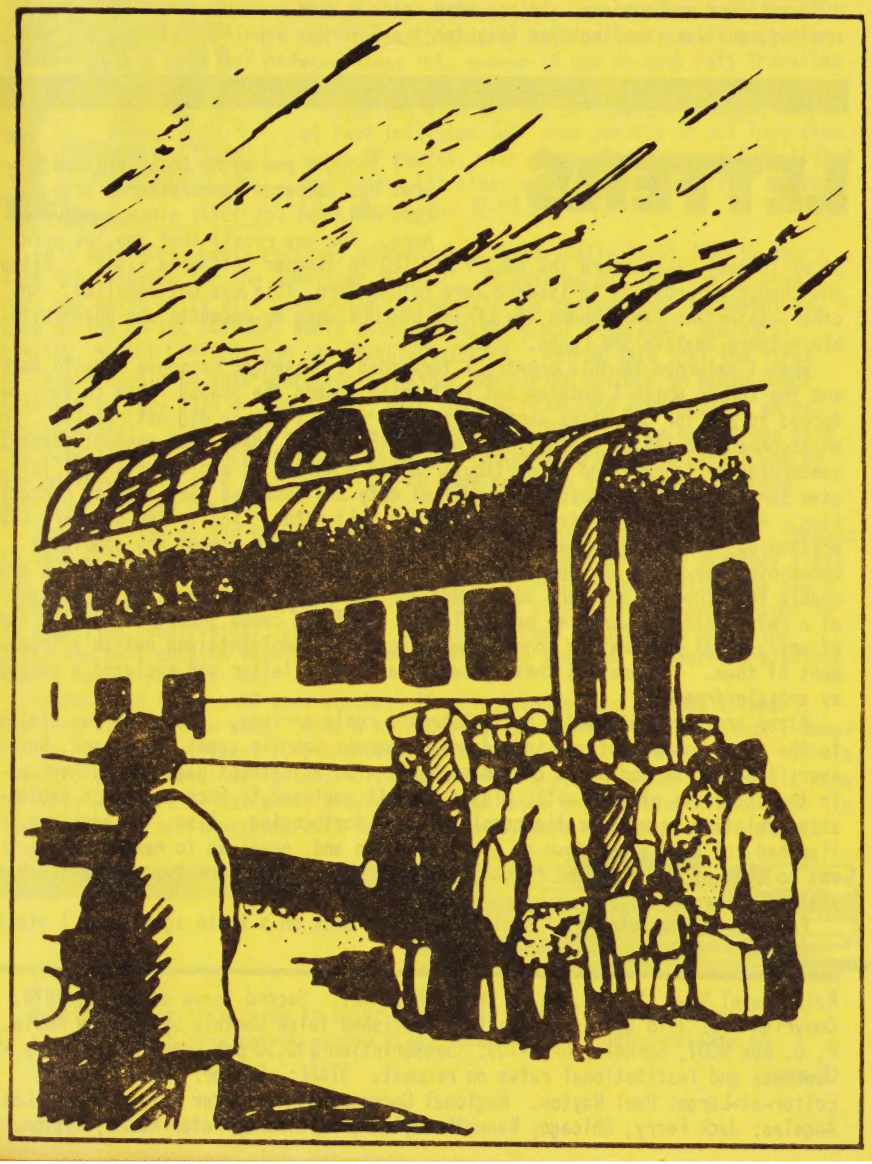

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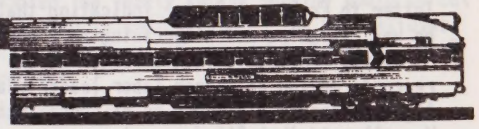

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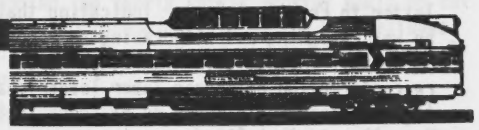

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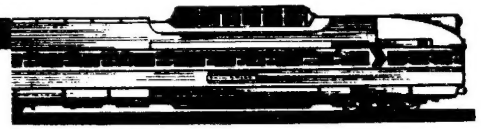

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ALAN BOYD IS ELECTED AMTRAK PRESIDENT

Amtrak issued the following press release on Apr 25:

"Alan S. Boyd, the first U.S. Secretary of Transportation and former president of the Illinois Central Gulf Railroad, was elected president and chief executive officer of Amtrak today by Amtrak's Board of Directors. He will take office Jun 1. Boyd succeeds Paul H. Reistrup who has been Amtrak's president since Mar 1, 1975, and who had said he would not be a candidate for reappointment when his current term expired. Boyd automatically becomes an ex-officio member of Amtrak's Board of Directors. Reistrup came to Amtrak from the ICG where he was senior vice president.

"A special committee of the Amtrak board began interviewing potential candidates for the top job earlier this month after Reistrup said he would not be available. The full board elected Boyd unanimously after hearing the search committee's recommendations. Boyd, 55, became Secretary of Transportation in Jan 1967 after having been Under Secretary of Commerce for Transportation since 1965, and before that a member of the Civil Aeronautics Board. He was chairman of the CAB from 1961-1965. After leaving the Cabinet in 1969, Boyd became president of the Illinois Central Gulf Railroad. He held that post until 1976 when he became vice chairman, Illinois Central Gulf Industries. Most recently he has been Special Representative (with rank of ambassador) on the U.S. delegation for United States-United Kingdom Air Service Agreements.

"Boyd also is a former member of the Florida Public Utilities Commission. He was appointed to the commission in 1955 and elected to a full term in 1956. He was chairman of the commission in 1957 and 1958. Earlier he had served as chairman of a civilian committee for the development of aviation in Florida and as general counsel for the Florida State Turnpike Authority.

"A lawyer, Boyd attended the University of Florida and received his law degree from the University of Virginia in 1948. He was a pilot with the Troop Carrier Command during World War II from 1942 until 1945 and served again during the Korean conflict.

"Boyd was born in Jacksonville, Florida, July 20, 1922. He is married to the former Flavil Juanita Townsend and they have one son, Mark. The Boyds live in Chicago."

As indicated earlier in RTN, Boyd was the Carter Administration's choice for the position of Amtrak president to replace Mr. Reistrup.

HASWELL WITHDRAWS AS AMTRAK BOARD NOMINEE

Amtrak Board nominee and former NARP leader Anthony Haswell on Apr 26 sent a letter to President Carter indicating that, in accordance with Carter's request, he was resigning and withdrawing as a nominee for the Amtrak Board of Directors.

Haswell indicated in his letter to the White House that he had opposed the re-confirmation of former labor leader Charles Luna to the Board. Federal investigators reportedly found no evidence that Luna should not be confirmed, and Haswell said that "it does not appear possible that he (Luna) and I could work together harmoniously and constructively on the Amtrak board." Haswell had charged that Luna was exerting undue influence on Amtrak operations, that he was opposed to substantial restructuring of the Amtrak network and to modernization of work rules.

DOT'S ZERO-BASE PLAN RELEASED

The Department of Transportation's long-awaited zero-base preliminary plan to revise the Amtrak system was released at a press conference on May 8 in Washington. The recommended plan would cut about 8,100 miles out of the system, or three tenths of the total Amtrak mileage.

Actually the DOT made public five different route plans that were studied: a system of short-distance corridors, a national system of corridors with north-south and east-west connections, a national/inter-regional system, a modified current system, and a national/inter-regional/intra-regional plan. Of these five, Secretary Brock Adams recommended the third, the national/inter-regional system.

Said Adams, "Several Congressmen and Senators are not happy with the plan because they would lose their favorite trains. But Congress handed me this political hot potato, and I'm trying to avoid getting third-degree burns. Congress is either going to have to accept a plan that saves millions of dollars, or it's going to have to dredge up more federal money to keep everybody's pet train running."

Present trains that would be eliminated by the proposed system plan are: the FLORIDIAN, INTER-AMERICAN, SHENANDOAH, HILLTOPPER, PIONEER, COLONIAL, SAN JOAQUIN, PACIFIC INTERNATIONAL, SAN FRANCISCO ZEPHYR, either the EMPIRE BUILDER or NORTH COAST HIAWATHA, and the Washington section of the NATIONAL LIMITED. Also dropped would be the ADIRONDACK and the Dallas-Ft. Worth leg of the LONE STAR.

Additions and re-routings made include a Denver-La Junta spur to connect Denver with a Chicago-California line. In place of the SAN JOAQUIN and SF ZEPHYR, a run from Oakland to Bakersfield and Barstow would join with the SOUTHWEST LIMITED to provide San Francisco-Chicago service and serve the San Joaquin Valley. The SUNSET LIMITED would run daily. The SOUTHERN CRESCENT would be included in the system, running daily to New Orleans. The COAST STARLIGHT would be re-routed to run thru Sacramento.

Adams said the recommended system would serve 160 major metropolitan areas, including the 36 largest cities, and totals 18,900 miles compared to the present 27,000. The timetable for adoption and implementation of the plan is as follows: the Rail Services Planning Office of the ICC would have until Aug 31 to complete public hearings on the plan, then one month (until Sep 30) to prepare its report. The DOT then would have until Dec 31 to prepare a final plan, and Congress would have 60 legislative days to consider it (until May 1, 1979). From May 1 to Jul 1, 1979, route additions could begin, and on Jul 1, 1979 route discontinuations could take place (the 60 days between May 1 and Jul 1, 1979 are to allow 60 days' notice before discontinuing a train.) Implementation of whatever plan is finally adopted would thus take place between May 1, 1979 and May 1, 1980. Thus Jul 1, 1979 is the earliest date that any Amtrak train discontinuances under the plan could occur.

The plan does not recommend specific changes in 403-b trains, but it provides for $5 million to finance 403-b trains in fiscal years 1979 & 1980, $10 million for the next fiscal year, and $15 million thereafter for all 403-b lines. The report notes that the current 403-b mechanism "needs review".

The DOT said that if the plan is adopted the yearly Amtrak subsidy would be cut from an estimated $665 million in fiscal 1980 to $547 million. The DOT believes that the plan would create ridership of over 150 passengers per train mile, equal to the usage level of the Northeast Corridor.

AMTRAK'S REACTION TO THE DOT RECOMMENDATION

Amtrak was briefed on the plan on May 8, the same day it was released to the public, and that day the corporation said that it would have to study the operational feasibility of the plan and how it would impact on present riders and revnues, current labor contracts, corporate legal obligations, and state-supported services, and whether the revenue and cost assumptions are realistic to run it, before taking a position on the proposed plan.

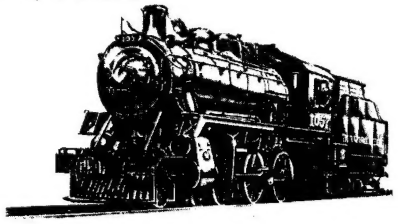
RAIL CANADA

THE PROBLEM OF "chaotic" summer schedules set up by VIA Rail Canada remains unresolved. In communications to the Ministry of Transport, the CTC, and VIA, leaders of Transport 2000 complained in mid-April about the Jun 1-Sep 14 schedules for transcontinental runs adopted by VIA and about fare increases as VIA gets underway in taking over responsibility for CN and CP passenger services. President Harry Gow of Transport 2000 asked officials to put off the interim summer schedules for transcon runs and maintain existing CN and CP transcon services until after the tourist season ends. Said Gow, "The crux of the matter is the lack of direct thru services from Montreal and Ottawa, etc. to such destinations as Thunder Bay, Calgary and Banff. These are key destinations in the summer tourist season, and the transfer arrangements will, in our view, impose horrific inconvenience on passengers, particularly families, those with baggage, the aged, and the handicapped." Said Gow, "From the point of view of Ottawans, the summer service will be a disaster!"

Gow expressed "deep concern" about VIA fare increases: "surely substantial fare increases and reductions in the quality of service are not what is needed to get VIA Rail Canada off to a good start!"

TRANSPORT MINISTER LANG was asked by MP Jack Murta of Lisgar in late April to justify the "inconvenience and confusion" that bad connections in the summer VIA transcon schedules will cause. He pointed to 12-hour waits required for connections in Winnipeg and bus shuttles for North Bay-Sudbury connections necessary for east-to-west travel. Lang replied, "Give it a chance."

The final plan, to go into effect Sep 15, preserves thru service to the west from Montreal and Toronto. What critics cannot understand is why VIA is breaking this thru service for the Jun 1-Sep 14 period of heavy tourist travel. The plan is at variance with Railway Transport Committee guidelines, notes Transport 2000, and the organization is asking rail travelers to voice their complaints to the Committee (Address: Mr. J. A. D'Avignon, Secretary, Railway Transport Committee, 15 Eddy St., Hull, Que. K1A ON9). While the interim plan has the advantages of retaining thru service to Toronto and daily service to the CN line in Northern Ontario (where there are no roads), there are too many drawbacks, including the lack of thru service to Ottawa (contrary to Guidelines of the Final Plan), and a lot of passenger revenue will be lost if it is implemented.



THE OFFICIAL OPENING of GO Transit's new rail service between Toronto and Richmond Hill was held Apr 29. The CN's last operable steam locomotive (#1057, pictured here in an illustration from a souvenir ticket) took part in the festivities, which included free train rides, clowns, bands, and GO Transit's new bi-level commuter coaches.

TRANSPORT 2000 CANADA at its Board and Executive meetings of Apr 21-23 re-confirmed Michael Jackson of Regina as Executive Director and finalized arrangements for incorporation, giving the consumer group a legal status and an income-tax benefit for donations. A resolution was passed approving formation of Transport 2000 International, to include public transport users' organizations in several countries if they agree. Among reports of regional offices, the Ontario branch is working on getting a service from Toronto to Chicago and saving Toronto-Niagara Falls rail service. The Manitoba branch is encouraging restoration of Winnipeg-Minnesota thru rail service, and opposing severe reduction of service on Greater Winnipeg Water District Railway this summer. The Quebec office is concerned about the Quebec City station, progress on Montreal-Mont Laurier service, and attempts to get commuter rail service from Aylmer to Ottawa. Transport 2000 Alberta says it is making progress on the Calgary-Edmonton CP service. B.C. members have contacted Premier Bennett about keeping the E&N service. The organization, whose main address is Box 300, Terminal A, Ottawa K1N 8V3, hopes to receive another grant from Consumer and Corporate Affairs to help carry on its activities.

ALMOST COMPLETELY UNREMARKED in the press was the suspension of the Ontario Northland's NORTHLANDER between North Bay and Toronto on Jan 30. The results were due to bureaucratic snafus. The CTC ruled the runs were not "passenger trains" and not eligible forsubsidy. They weren't passenger trains because they were operated by Ontario Northland, a provincially-owned railroad. The CTC cannot allow subsidies to non-federally chartered railways. Meanwhile, CN runs on the same line continue to receive subsidies.

URBAN-SUBURBAN TRANSIT

GREYHOUND WILL BUILD intracity buses at its assembly plant in Roswell NM, its first crack at the city bus market. The "Citycruisers" will be 10 feet shorter than competing models and will cost about $65,000 each.

CHICAGO'S RTA HAS been told by UMTA to reduce its request for federal funds to $120 million this year, a cut of $45 million. Reduced funding will affect orders for new equipment, the Kennedy line to O'Hare Airport and the State Street mall.

SOUTH SHORE LINE service was to be fully restored Apr 30 following cutbacks due to severe winter problems. Full service is 19 weekday trains and 9 on weekends.

LOUISIANA GOVERNOR EDWARDS is being asked to push hard for his office's rural-urban transportation package of $25 million to finance New Orleans mass transit ($10 million) and rural roads ($15 million). New Orleans Public Service Inc. is said to be anxious to get rid of its unprofitable transit operation.

ALLENTOWN-TO-PHILADELPHIA rail commuter service may begin at the end of May on Conrail if preparations are completed in time. Conrail has agreed to extend its Philadelphia-Bethlehem run to Allentown (4.7 miles) to replace a service dropped 25 years ago.

SAN DIEGO AND Arizona Eastern Railway hearings before the ICC concluded Apr 19 with freight users testifying that the line should not be abandoned by parent Southern Pacific. A tropical storm washed out the line in 89 places in Sep 1976, and SP says it can't afford to rebuild it. An ICC decision should come in about seven months, and written statements can be submitted until about May 31. San Diego County planners would like to have the line for a rapid transit system.

LOS ANGELES CITY Dept. of Transportation is being formed, by an Apr 18 vote of the city council. The new agency, to open Aug 1 and become fully functional next Jan 1, will include functions now performed by various city departments.

THE BUDD SPV-2000 was back in service on Apr 26, running a morning roundtrip on the B&M to Manchester MA on the Gloucester branch. See p. 21 for the report of the accident that put it out of service.

NEW JERSEY DOT is buying 10 rebuilt E locomotives from the ICG, and meanwhile is leasing various locos from Conrail.

THE SOUTHERN PACIFIC, having been informed by the state PUC that it could not drop its rail commute service, has been engaged in public hearings before the ICC, from Apr 25-May 5.

CLEVELAND'S REGIONAL TRANSIT Authority will buy back 9 old streetcars sold to Toronto in 1952, for use on the Shaker rapid lines. Purchase price is $17,500 each.

HIGHWAY TRAFFIC DEATHS in 1977 rose 3% higher than 1976, the DOT reported--to an estimated 46,876 people, from 45,509 in 1976. The fatality rate was 3.2 deaths per 100 million miles traveled, about the same as 1976, but the number of vehicles increased. Before the 55mph speed limit, the rate was 4.1 per 100 million miles.

DENVER WILL RECEIVE financing from UMTA to help cover its fare-free bus system experiment, and for new bus garage facilities.

* LATE NEWS * ROCK ISLAND DECISION

On May 9 the Interstate Commerce Commission telephoned the Rock Island to say that the commission had just reversed the decision of the Illinois Commerce Commission and will permit the Rock Island to discontinue its two passenger trains effective May 29. The two remaining trains are the PEORIA ROCKET (Chicago-Peoria) and the QUAD CITY ROCKET (Chicago-Rock Island). It is not yet known what effect this surprise decision will have on negotiations between local governments and Amtrak to take over rail passenger service Chicago-Peoria.

LAKE SHORE MADE PERMANENT

Transportation Secretary Brock Adams on May 9 formally designated the LAKE SHORE LIMITED a permanent route in the Amtrak system. The LAKE SHORE was named as an experimental route at the time when the DOT was required by law to name one such new Amtrak route each year. The two-year experimental period ended last Oct 31, and Brock Adams asked for comments from the public to be submitted by last Nov 14 (see RTN, 2nd Oct 1977), but no decision on the route was given until now. The LAKE SHORE is included in the revised Amtrak system plan recommended by the DOT. The train was for a time removed from the Amtrak reservations computer last winter when the experimental period was up and the train was in "limbo", tho it did not cease to operate during that time. Observers are calling the new decision a politically astute move on Adams's part, coming the day after he announced the controversial Amtrak system cutback recommendations.

A PIONEER SLEEPER RUN

An electrified sleeping car was added to the Amfleet consist of the PIONEER on Apr 30 southbound and May 1 northbound. I rode the first northbound car, leaving Salt Lake City on May 1, Amtrak's seventh anniversary. The consist of train 25 was engine 222 (F40) and cars 21849, 21859, 20221, and sleeper 2995 "Pine Brook". The sleeper was formerly numbered 2712, and is an ex-Santa Fe car, a 10-6 built by Budd in 1949 or 1950. At first Amtrak was electrifying only "Pacific" series ex-UP cars, but is now branching out to others. Car 2995 was nicely worked over and the electric heat was working! After we left Salt Lake a steward cut a large sheet cake in celebration of Amtrak's birthday. Cake and coffee were served to passengers "on the house". I found it a delightful trip. Passengers and crew seemed to be especially friendly. --Eugene W. Hines

CHANGES IN CHICAGO-SEATTLE OPERATION

Amtrak operation over the Milwaukee Road's Snoqualmie Pass route ceased after the final EMPIRE BUILDERS to move over the tortured routing operated April 20. The Milwaukee track was down to mostly 10mph and 20mph operation, with only enough track work being done to keep FRA inspectors from closing the line.

EMPIRE BUILDER runs were being operated via the ex-GN Stevens Pass route thru Wenatchee. Westbound trains were arriving in Seattle about 6pm in late April, and eastbound runs departing about 9am. Many rail sources expect Milwaukee Road operations to cease entirely soon due to the bankruptcy (Ed. note: on Apr 20 the DOT loaned Milwaukee $5.1 million, thru means of the Emergency Rail Services Act of 1970, for operating expenses and locomotive repairs; 45% of the road's locomotives were out of service.). BN freight operations over the Snoqualmie route ceased on Apr 22. BN sources said that BN freight service to Ellensburg and Cle Elum, Wash., would be by "turn" freights originating in the Pasco yard.

Amtrak had originally opted to run shuttle buses Seattle-Pasco to make train connections for a 30-day period; and after that close its agencies at Ellensburg, Yakima and Pasco. However, just before this decision, BN decided to repair its damaged

Stampede Pass route, and in late April track gangs were being assigned to the "hill" area above Lester, Wash., to begin work replacing a large fill on the lower rung of the Great "S" curve. It was the loss of this large fill in a rainfall of 7.92 inches in one day in early Dec 1977 that forced shutdown of the line.

Estimates for reopening the Stampede route are from 6-8 weeks after full-scale work is resumed, meaning Jun 15-Jul 1. First reports said that double track on the east side of the pass will be retained. BN vice president Richard Buelke told KOMO Seattle radio news reporters that Milwaukee's bankruptcy meant years of legal problems if BN had elected to abandon the Stampede routing in favor of trackage rights over the Milwaukee line. Buelke also said that BN business is increasing, leading to some speculation that the Stampede line may become increasingly important in moving "dead freight" commodities such as grain and coal, freeing track capacity on the ex-GN Stevens Pass route for additional merchandise-type trains. The Stampede tunnel's lower clearances, for example, mean that many auto rack cars cannot use the Stampede route.

Reports say that Stampede repair costs will approximate $2 million for BN. Part of this, of course, is tax deductible. Depending on the speeds desired, repairs to the Milwaukee route over Snoqualmie Pass would be $3-10 million, and many delays in proceeding were to be expected, BN sources said.

RTN readers who traveled over the Milwaukee line in April confirmed reports of slow travel. A westbound EMPIRE BUILDER on time into Ellensburg was 2hrs late arriving in Seattle. While proceeding up the "Pacific Coast" tracks north of Renton, one RTN reader said: "The northbound PIONEER passed us at high speed, as if we were standing still." There were also complaints about hot passenger cars, and these balanced the praise for Milwaukee's great scenery in the Snoqualmie summit area.

The EMPIRE BUILDER into Seattle Apr 23 via Wenatchee passed Edmonds, Wash., approximately 5:30pm. This was close to the roughly 8-hour schedule Amtrak projects for Nos. 7-8 on the Wenatchee line. Former GN running times on this route were as fast as 7hrs 5mins, and crew members say that a late train can travel Spokane to Seattle in 6hrs 40mins. Line changes have shortened the Seattle-Spokane mileage from 334 to 330 in the past 10 years.

Stampede route trackage is reported in good condition. There is a CTC installation at the Stampede Tunnel zone at the summit of the pass. Several miles of track west of Lester, Wash., were relocated for the Eagle Gorge Dam in the late 1950s, and speeds are often high in the Eagle Gorge area.

The last daylight run for the NORTH COAST HIAWATHA (#18) across Washington was Apr 28. About 100 passengers were aboard, with the same old complaints about hot cars. The train was only a few minutes late anywhere on the run, according to an employee timetable.

A return from Spokane to Seattle on train 7 on Apr 29 saw the EMPIRE BUILDER detouring on the Wenatchee line. There were only about 30 passengers out of Spokane. Many had detrained at Spokane for the connecting bus for Pasco, Yakima and Ellensburg. The train made a run direct to Seattle--no stop at Ephrata; a stop at Wenatchee to change crews and to meet #8, directly in front of #7 there. There was a stop at Edmonds to take on a BN mechanic to check the steam generator car.

The crews call the new schedule crazy. The bar attendant said he had picked up $1000 in overtime for the late arrivals of #7 in Seattle via Milwaukee track. Cab fares for crews going deadhead Seattle-Easton or Seattle-Cle Elum were $55 per trip. The Pasco Chamber of Commerce is now protesting Amtrak plans to end the substitute bus May 21--which would mean no service to Pasco-Yakima-Ellensburg, and no agents.

There is much track work on the BN line; much tie replacement, and much new rail on the ground to be laid--lots of it welded rail. Track is good--hour after hour of relatively smooth track.

The belief now is that Amtrak will resume Pasco-line service when the Stampede Pass rebuild is completed--about Jun 15 to Jul 1.

JERSEY ARROWS TO WASHINGTON
by Ken Maylath

Commuters between Baltimore and Washington on Conrail (previously Penn Central, previously Pennsy) have been a hardy lot, envious of their Chessie System (previously B&O) commuting neighbors. After all, while most on Chessie rode post-World War II air-conditioned RDC cars, they rattled along on some of the oldest passenger equipment still in service nationwide--World War I era MP-54 electric cars. No longer--not as of May 1, 1978. The daily ritual of two trips from Baltimore to Washington in the morning and two back to Baltimore in the evening with fingers crossed that the baling wire and tape will hold together for another day, is over.

After much negotiation involving politicians, the Maryland Department of Transportation and the state of New Jersey, with Amtrak as a middleman (tho it doesn't actually operate the two trains), the long-suffering hundreds and whisked along in air-conditioned comfort on some of the newest and fastest commuting equipment in the country--Jersey Arrows delivered within the past few years. In reality, the bad fortune of New Jersey commuters becomes the good fortune of their counterparts in Maryland.

It boils down to those plans to modernize the electrification of the former Erie Lackawanna and extend the wires on the New York and Long Branch. There's been considerable delay in those plans, but not in delivery of brand new cars to replace and expand present equipment. Why let them sit around gathering dust when they could be put to good use in Maryland? Easier said than done, but now a reality.

In all of this, someone came up with the idea of another train as well, but not just between Baltimore and Washington. Why not from Philadelphia to Washington? This idea too became a reality on May 1. The operation is unusual in several respects: It restores service to several Maryland communities without any service since Amtrak. It is subsidized 100 per cent (not partially subsidized in the usual 403-b way) by the states of Pennsylvania and Maryland. Delaware gets two stops but a free ride. It's a name train (the CHESAPEAKE) with MU commuter equipment, and at 134 miles it's an unusually long run for such cars.

The state of Maryland was not about to let the occasion of the new service pass without a bit of buildup. Since the equipment for the Baltimore-Washington runs had to be brought down for the Monday startup, a press review run was set up for Sunday, April 30. Acting Governor Blair Lee and an assortment of local officials took part as the cars paused about 15 minutes at each of the Maryland stops. The train went as far as Bowie, then reversed direction and returned to Baltimore.

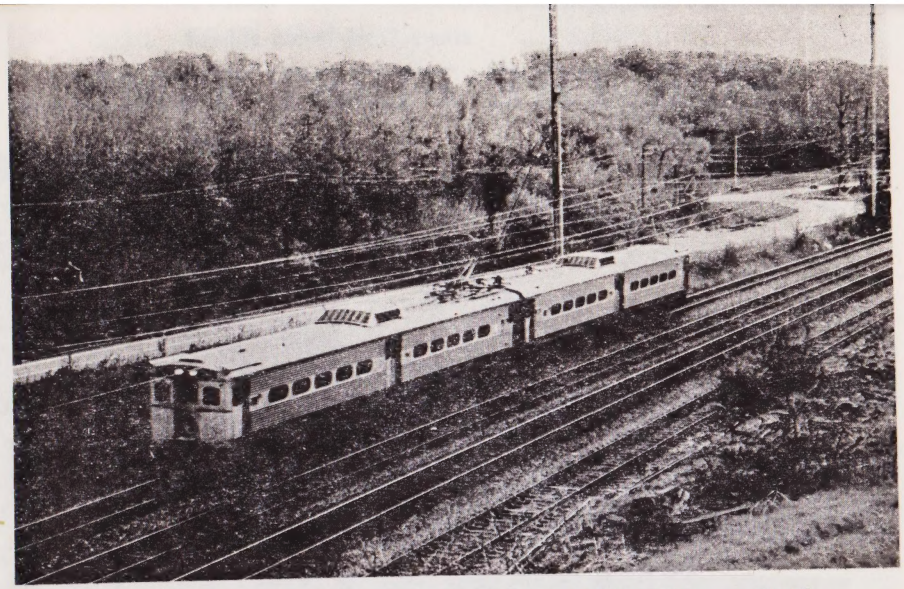
That advance publicity seemed effective, because a check of the first revenue run on May 1 from Baltimore to Washington showed good initial patronage. About 25 persons detrained in Baltimore as No. 421 arrived a couple of minutes late. About 30 boarded. A few more passengers got on at the Odenton and Bowie stops on the way to DC. Due to waiting in west Baltimore for a couple of trains in the other direction as heavy track work took place, the arrival in Washington was about 15 minutes late. In spite of all the stops, the Arrows can maintain a tight schedule, which at 2 hours, 10 minutes Philadelphia to DC is equal to or better than Amfleet runs making only the regular stops. Extremely fast acceleration helps.

The Chesapeake *

Philadelphia
Chester
Elkton
Baltimore
Bowie
Washington

READ DOWN					READ UP
421				Train Number	888
ⓓ M thru F				Frequency of Operation	ⓓ M thru F
				Type of Service	
	Km	Mi			
7 10 A	0	0	Dp	Philadelphia, PA (30th St. Sta.) (ET) Ar	6 54 P
7 23 A	21	13		Chester, PA ●	6 39 P
7 38 A	44	27		Wilmington, DE	6 25 P
7 48 A	62	38		Newark, DE ●	6 15 P
7 52 A	73	45		Elkton, MD ●	6 09 P
8 08 A	94	58		Perryville, MD ●	5 58 P
8 12 A	106	65		Aberdeen, MD ●	5 52 P
8 21 A	121	75		Edgewood, MD ●	5 43 P
8 30 A	153	95		Baltimore, MD (Penn. Sta.)	5 25 P
8 55 A	184	114		Odenton, MD ●	5 07 P
9 02 A	195	121		Bowie, MD ●	4 59 P
9 20 A	213	132	Ar	Washington, DC (ET) Dp	4 45 P

Service financed through funds made available by the Commonwealth of Pennsylvania and the State of Maryland.



Jersey Arrow cars as Amtrak train 421, the southbound CHESAPEAKE, pass Middle River, just north of Baltimore, on May 2. Ken Maylath photo. Turn page for another photo. Schedule on page 10 is reproduced from Amtrak's Apr 30 national timetable.

The economics that Maryland and Pennsylvania are supporting seem good. Two cars hold 200 passengers, and since they are MU's they operate with a 3-man crew--engineer, conductor and trainman.

The seats may be closely spaced for a run of more than two hours, but the train provides a low-cost alternative to the first Metroliner of the day for those at the major stops, with a running time only about 10 minutes longer than the revised Metro timings.

Interestingly, a similar schedule existed past the Penn Central merger, leaving Philadelphia at exactly the same time and arriving in DC 10 minutes later than now, with fewer stops. It was still in the timetable exactly 10 years ago.

This time some of the minor stops may or may not develop much business, but if first indications hold up, overall patronage will make the CHESAPEAKE a success.

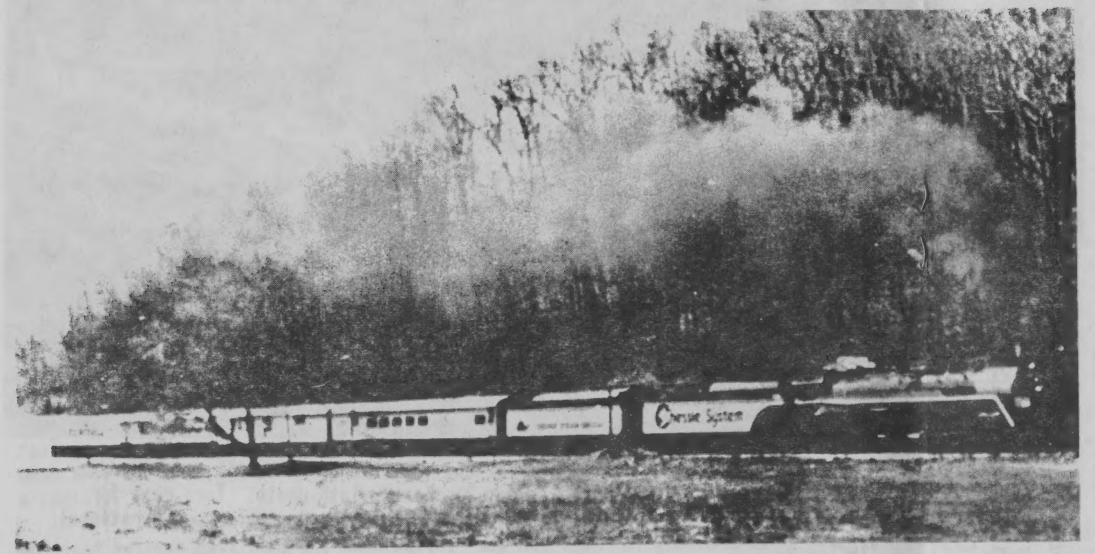
SECOND SEASON OF CHESSIE STEAM Ken Maylath

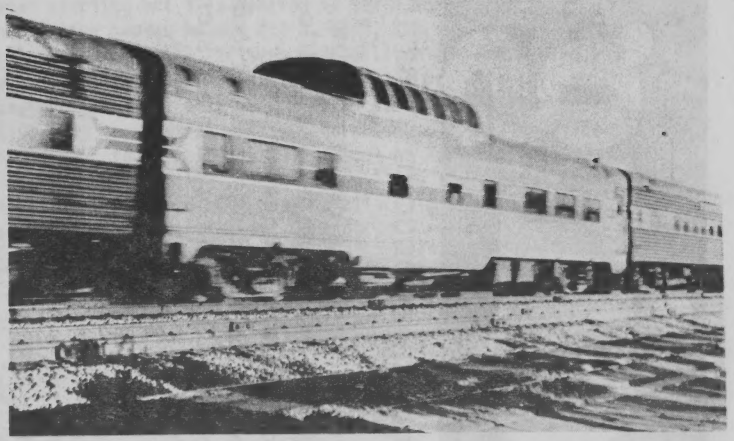
Skies were generally clear and temperatures on the cool side as ex-Reading T-1 2101 and a soldout 19-car train inaugurated a second season of the Chessie Steam Special. That first trip, Apr 30, went from Baltimore to Gettysburg and Hagerstown. Servicing problems in Hagerstown put it a couple of hours behind schedule for the return trip.

Engine 2101 received a major overhaul during the winter at the former Reading shops in Reading. It even received a couple of modifications planned for engines of that class had they remained in service a few more years. In a sense, then, the locomotive is better than new.

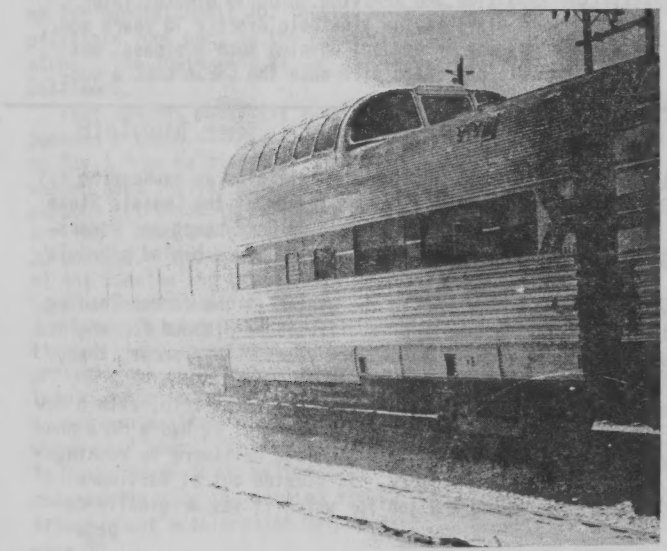
The engine arrived in Baltimore several days before the first trip, with a few freight cars in tow. On Friday, Apr 28 the few who knew about it had a rara photographic opportunity when Chessie laid on a test run from Baltimore to Washington to make sure the 2101 was steaming properly. It blasted out of Baltimore pulling 52 assorted freight cars--doing the job for which it was originally designed.

FOR THE FIRST TIME...





(Above:) The first Chessie Steam Special of the 1978 season runs in a rural area east of Hanover PA on Apr 30 (Ken Maylath). (Below:) First Budd dome to run on the SAN FRANCISCO ZEPHYR on SP left Chicago Apr 30, and is here returning from Oakland on the SFZ on "Sun Day" May 3--car 9457 "Silver Buckle" (Message Media). (P. 13, top:) For the first time, the COAST STARLIGHT carries a full-height dome, ex-SP&S car 9472, seen on southbound train May 1 in Berkeley CA. Car left Seattle Apr 1 and was first Budd dome to operate on previously-restricted SP Coast Route (Message Media). (P. 13, middle:) The first run of the new CHESAPEAKE, train 421, arrives in Union Station in Washington DC from Philadelphia on May 1. Cars are Jersey Arrows. Car 589 faces the camera (Ken Maylath).
(P. 13, bottom:) Amtrak train 6, the SAN FRANCISCO ZEPHYR, makes its inaugural stop at Suisun-Fairfield CA on Apr 30. Train 5 normally would arrive six minutes ahead of #6, but was late due to Daylight time change.



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LATE NEWS FLASH: AMTRAK FUNDING IN CONGRESS

The Wall Street Journal reported on May 11 that a House sub-committee considering an Amtrak funding bill for the fiscal year starting Oct 1 is seeking to set a moratorium on dropping any Amtrak routes before Oct 1, 1979, the end of the next fis-cal year. The bill includes $613 million for Amtrak for the next year. However, the Senate has just passed a bill which would give Amtrak only $510 million for the same year (FY79), $103 less than Amtrak wants. The House subcommittee evidently is seeking to approve the full amount of Amtrak's request. The Senate bill gives Amtrak $120 million for capital expend-itures and gives the DOT responsibility for ordering new equipment for the Northeast Corridor.

CARS & CONSISTS

*SAN FRANCISCO ZEPHYR, train 6, Suisun-Fairfield CA Apr 30 (1st SFZ to stop at this new stop): engines 626, 586; cars 1229, 1417, 4854, 4825, 4851, 3352, 8050, 2637 "Pacific Terrace", 2755 "Palm Lore".

*Chamber of Commerce Special, Williamson WV-Washington DC via HILLTOPPER route, Apr 10: engine 267 (F40PHR); Amfleet cars 21034, 21239, 21189, 21111, 21028, 21257. 560 passengers.

*SILVER METEOR, train 84, second section, "West Palm Beach School Safety Patrol Special", Washington DC Apr 13: (engines unknown); cars 5460, 5626, 5454, 5624, 5453, 5627, 5648, 5802, 3407, 2690, 5801, 5675, 5463, 5467, 5476, 5628, 5440, 5682. 740 passengers. Ran south as 2nd 83 on Apr 15. Same consist with another 775 students ar Washington Apr 20, train ran south as 2nd 83 on Apr 22.

*Southern Railway train 2, advance section, School Safety Patrol Special, from DeKalb County, Georgia, Washington DC Apr 15: (engines unknown); SR cars 2003, 818, 816, 817, 819, 3307, 815, 841, 842, 843, 844, 845, 953, 846, 3308, 664, 665, 660, 662. Train ran south Apr 16 as Advance No. 1. Same consist with another Georgia student group seen Washington Apr 22, ran south Apr 23.

*MINUTE MAN, train 170, NY City May 4: engine 957 (E60); cars 20145 Amcafe, 21266, 21024, 21252, 21081, 21018, 1369 baggage, Conrail bus. car 3 (to NY).

*SOUTHWEST LIMITED, train 3, Kansas City Apr 24: engines 507, 500; cars (1185, 1199 on at K.C.), 1220, 9994, 9920, 9943, 9972, 9981, 9919, 2200 "Silver Dove", 2762 "Palm View", dome slpr lounge 9223, private cars 6 "Golden Moon" (Chicago-L.A. owned by Charter Wire of Milwaukee), 33 "Imperial Leaf".

*FLORIDIAN, train 56, derailed consist of Apr 5 (see last issue): engine 550 (contrary to earlier report, there was only one engine; engine 609 & bag-dorm 1520 had been cut out at Jacksonville); cars 1426, dome 9501 "Silver Glade", 8023, 3329, dome 9561, 2535 "Swan", 5464, SP6714 baggage.

*LAKE SHORE LIMITED, train 48, Elyria OH Apr 24: engines 712 (P30), 442 (E8A); cars 1530, 2023 "Silver Repose", 2834 "Navajo Valley", 8332, 3361, 5658, 5644, 5641, 5646, 2703 "Sarasota", 1048.

*Heart of Dixie RR Club excursion Birmingham-Chattanooga Apr 22: engine 610 & tender; water tank 53; combine 726, 906, 905, 907, 1043, 1042, 1039, 1041, 2202 Heart of Dixie dome, open coach 1070 "W. Graham Claytor", 4527 Heart of Dixie commissary, 1067, 1068, 3659, 1081, 1086, 1087, open obs. 1056 "Lookout Mountain". (All equipment Southern Rwy except where noted.)

Rate The Trains

Readers can continue to submit their ratings of North American passenger trains and we will automatically place them in the proper survey. We are following the suggestion of a number of readers and readjusting our survey dates so that fall and winter travel periods are covered in one, and spring and summer in the other survey each year. Results will be published soon of the survey ending March 31, 1978 (extended from Dec 31, 1977)--our sixth survey. The next survey, now on, will cover the period of Apr 1, 1978 to Sep 30, 1978.

Use the same rating forms as before (the last one appeared in RTN #166, the Second Dec 1977 issue). Rate each train you've ridden on a 1-9 scale (1 - extremely poor, 9 - extremely good; midpoing (5) - average, acceptable). Rate each train on the following categories: A - Overall; B - Non-food crew; C - Food crew; D - Food quality; E - Car condition; F - Routing; G - Stations; H - Track; I - Scheduling; J - Promotion; and K - Type of cars used.

Send ratings to: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709. Thank you!

Mixed Train of Thoughts

AMTRAK'S NATIONWIDE TIMETABLE was actually available on schedule on Apr 30. With the new set of schedules, Amtrak has made a major change in its timetables. They are now printed by the publishers of the Official Guide. None of the timetables we have seen is on slick paper. The nationwide version comes on newsprint. We are sorry to say that readability of the timetables is noticeably poorer. Some of the print is smaller than the size at which we've found we start to get complaints from readers with less than perfect vision. It would help to use black ink rather than the somewhat pale colors on the ones we've seen. The cover of the nationwide version pictures seven Amtrak employees at work, with their names listed. Photo reproduction is rather like RTN on bad days. The last nationwide schedule was dated Jan 8..... THE PUBLIC SUPPORT for rail travel found in Amtrak's recent poll done by Lou Harris and reported two issues ago in RTN is not a fluke finding. The DOT commissioned its own study by Peter Hart Research Associates last December, and the results, as reported by Automotive News (Apr 24) were that "Americans are willing to spend more money for mass transit, for fixing up the railroads and for increasing the number of transportation options and will even go along with strict enforcement of the 55mph speed limit, more car and van pooling and greater efforts in making fuel-efficient cars." Respondents favored abandonment of the Highway Trust Fund and "want the railroads fixed up and appear to favor mass-transit systems tied into park-and-ride programs." The study found that younger people (35 and under) support these views more than do older citizens. By a "large percentage" they favor a more efficient transportation system with less reliance on the automobile.....

* * *

THE NATIONAL ASSOCIATION of RR Passengers at its late April Board meeting voted to support Amtrak's taking over of the SOUTHERN CRESCENT. The NARP Board urged an expansion of Amtrak's routes in line with its own 2-year route study; cautioned Congress against giving more than "limited significance" to the zero-base report of the DOT's; called for a study leading to consolidation of the nation's intercity bus service with Amtrak's service; and made clear that it supports its own route plan in preference to others (opposing the Haswell plan). NARP voted to re-emphasize support for the FLORIDIAN, and called upon Amtrak to expedite its re-routing thru Chattanooga and Atlanta. Acknowledging that present intercity travel is dominated by the private automobile, with air service handling the bulk of commercial travel, NARP called for equalizing federal financial support between highways and railroads, including public support of improved tracks and roadbeds. For a time, NARP agreed, more support should go to the railroads to overcome the adverse effects of years of neglect and heavy highway support. Noting that the bus industry spends nearly $1 million a year to lobby for crippling Amtrak, and accusing the bus industry of continued refusal to cooperate and coordinate with Amtrak, NARP asked Congress and the DOT to undertake a study of the feasibility and cost of a consolidation of rail passenger and motor bus operations and services under one corporate agency. The NARP directors also: (1) supported increased emphasis on commuter rail service and mass transit using existing railroad facilities, and urged the ICC be given power to require railroads to permit use of their facilities for these purposes; (2) advocated a national energy program which takes into account fully the energy efficiency of the rail mode; (3) called upon the Administration to require the use of Amtrak for more extensive hauling of the U.S. mail; (4) urged DOT, in formulating a new route service plan, to take into account NARP's "consumer-prepared and officially endorsed basic system plan (see last issue for details), the recently-released Harris Poll showing strong support for rail passenger service, a "so-far suppressed DOT poll on the same subject (see second item above), and the positive support for railroads from "their energy ef-

ficiency in a time when domestic petroleum supplies are falling farther behind domestic demand".....

SOUTHERN CRESCENT HEARINGS dates and places have been released by the ICC. Washington hearings are in the ICC Building on May 12, 15 & 16. Then come the following cities and dates: Charlottesville May 19, Lynchburg May 20, Danville May 22, Greensburg May 23, Salisbury May 24, Charlotte May 25, Spartanburg May 26, Clemson May 30, Toccoa May 31, Gainesville Jun 1, Atlanta Jun 2, Anniston Jun 5, Birmingham Jun 6, Livingston Jun 7, Meridian Jun 8, Laurel Jun 9, Hattiesburg Jun 12, Poplarville Jun 13, and New Orleans Jun 14. All hearings start at 9:30am. Locations in cities outside Washington will be posted later.....

ENTER THE AMSLEEPER: Two 60-seat Amcoaches have been converted to sleeper-coaches ("Amcoachettes") with the addition of two 2-berth compartments. The lower berth consists of two facing seats that fold down to become the bed. The upper berth folds down from the ceiling. The lower berth has a window with an Amclub-style curtain. Each compartment has a glass sliding door and a glass window on either side of the door. A large curtain pulls across for privacy. The compartments are said to resemble European compartments. Cars 22900 and 22901 have been converted thus far, and are expected to start running on the SHENANDOAH May 4.....

* * *

THE AMTRAK ARROW will no longer appear on the exteriors of Amtrak cars. Cars emerging from the Beech Grove shops are being repainted with red-white-and-blue stripes all around, with no arrow logo..... BEST EATING PLACE in Washington DC? Says reader Erich Houchens, it's the diner of the SOUTHERN CRESCENT in Washington Union Station. Each night the train's diner opens at 6:30pm, tho the train departs at 7:20. A ticket to Alexandria will get you aboard and allow you one hour and 7 minutes of dining on the "best dining car in America" without taking a long trip. Return to Washington can be made on the HILLTOPPER, TRAIN 66.....

CONNECTIONS TO MEXICO from the INTER-AMERICAN can once again be made, as of Apr 30. Train 21 arrives Laredo at 6:50pm, and Mexican train 2 leaves Nuevo Laredo at 6:55pm, which is really 7:55 since Mexico doesn't use Daylight time. The time difference is not shown in the new Amtrak timetable. Northbound there still is no connection without a layover..... AMTRAK'S METROLINER REFURBISHMENT program is underway, and so currently six Metroliner runs are now covered by GG1's, Amfleet cars and power generator cars. Using two equipment sets, trains 106-115-124 and trains 105-114-123 are Amfleet. A GG1 hauling Amfleet cars at top speed (100mph) can make the NY-DC run in 3hrs 20mins, so all the Metroliner schedules have been lengthened by 20mins..... THRU MAIL CAR now runs from Chicago to Seattle via Ogden, being switched from the SAN FRANCISCO ZEPHYR to the PIONEER at Ogden.....

* * *

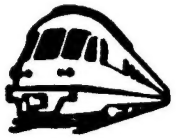
THE INAUGURAL RUN of the CHESAPEAKE on Apr 30 (before the May 1 revenue runs) was well-attended. The southbound-only run used Jersey Arrow cars 589 & 588. Michael Diem observed the scene at Aberdeen where 100-200 people were on hand. Maryland Gov. Blair Lee, political leaders and railroad officials spoke at inaugural ceremonies. Several Aberdeen residents rode the inaugural train to Baltimore, detrained and took train 142 (the BANKERS) back. The BANKERS made a special stop at Aberdeen to let off 23 people from the CHESAPEAKE's inaugural run. The Aberdeen station has been refurbished in the matching-fund station rehabilitation program, and tho it is an unmanned station, the waiting room is open to the public and is clean and pleasant. The Aberdeen Cab Co. occupies the station and ensures security and acts as custodians. Mr. Diem asks, "Could this be the first intermodal 'closed' station in the Amtrak system?"..... REFURBISHED GG1 #4935 (see RTN, 2nd May 1977) suffered a fire in the engine shortly before noon on May 2 while the engine was hauling a power car and 4 Amfleet cars as "Metroliner" 105 just north of the Edgewood MD station. Fire trucks extinguished the fire. There appeared to be no external damage to the famous engine, but it is out of service for repairs. A Conrail diesel helper pulled the consist to a siding, and the train was later moved to Baltimore. Passengers from 105 were believed transferred to train 89 at Edgewood.....

THE NATIONAL ASSOCIATION of RR Psgrs has joined with the Sierra Club, Friends of the Earth and Environmental Policy Center in the Highway Action Coalition to fight the Highway Trust Fund, which expires this year. NARP wants to increase the availability of this money for mass transit. In other NARP news, the organization has lost the able services of Tom Crikelair, who had been working on the FLORIDIAN rerouting issue. He will be replaced by Joseph Zucker of Chicago. At its April Board meeting, NARP defeated a motion made by the Keystone ARP (Pennsylvania) to have Amtrak abolish sleeping car service as an economy move..... AMTRAK HAS TRADED flatend parlor observation cars "Alexander Hamilton" and "George Washington" to the Southern Pacific for 6 baggage cars: SP 6710, 6714, 6716, 6720, 6730 and 6756.....

* * *

AMTRAK'S NEAL OWEN has resigned as VP-Western Region effective May 31, and the future of the region is in doubt. There are persistent rumors that the Western Region will be abolished, but an Amtrak spokesman says that nothing is finalized yet..... THE DOT TALKS with forked tongue. As we mentioned before, taxes to run passenger trains are "subsidies" or "losses". Taxes to support highways and auto travel are "income". As an example, a recent news release from the DOT's Federal Highway Administration is headlined "Income from the nation's highways will be almost $35 billion in 1978." Incidentally, that's about 4% higher than in 1977, and doesn't include another $14.9 billion in state and local taxes so we can go on adding 10,000 vehicles per day to our highways..... SENATOR LOWELL WEICKER was in San Francisco in April, and told reporters that in order to cope with the energy situation, there must be mandatory conservation of gasoline within a year, deregulation of crude oil and natural gas prices now, and greater government support given to development of mass transit systems..... DAILY TRAIN SERVICE between Chicago and Los Angeles via El Paso, Tucson and Phoenix was called for in a resolution passed by the Rail Passenger Association of the Southwest in its annual meeting in Albuquerque in late April. They also endorsed continuation of the SOUTHWEST LIMITED route. RPAS directors meet in Tucson May 13 and will meet Amtrak's Rex Holland..... FUEL EFFICIENCY TEST for Turboliners has been approved by Amtrak's Board (Apr 25). In a 6-month test, the Turmo III turbine engines will be replaced on two trains by more powerful Turmo XII engines. This will let the trains run on one engine instead of two and reduce fuel consumption.....

* * *



BARSTOW, CALIFORNIA STATION is manned again, Amtrak announced Apr 27, so tickets and baggage can be handled there.....

NARP AND AMTRAK worked together in Missouri to obtain the cooperation of the governor, and the Mayor and officials of St. Louis in proclaiming Apr 17-23 as Rail Passenger Week.....

SENATOR LONG'S BILL for Amtrak funding that is pending had included a provision that would require the Postal Service to use Amtrak trains for mail hauling wherever possible, but the provision has been dropped from the legislative bill..... NORTHWEST AIRLINES STRIKE affected travelers in Washington, Montana and elsewhere. Amtrak on May 4 said it was adding extra cars to the Chicago-Seattle trains to assist these travelers. The decision was helped along by the efforts of NARP's Ross Capon and Dan Lovegren (Director, Region VIII).....

THE ARROWHEAD'S SUBSIDY from the state of Minnesota expires Jul 1, but observers are expecting the Governor to renew it at least for 6 months, until beyond the November elections. The decision should come in May..... OUR LAST ISSUE stated that the Seattle-Chicago trains now connect only with the FLORIDIAN in Chicago. Actually they make no connections at all eastbound..... THE EL CAMINO, train 776 out of San Diego on Apr 30 halted at a spot 5 miles out of Fullerton with air brake problems and sat for an hour until passengers were transferred to SAN DIEGAN #780, a 4-car standing-room-only train..... ELYRIA, OHIO'S NEW manned station opened Feb 16, we failed to mention before. And Canton's new station opens May 1...

THE DOT'S NEW plan for Amtrak (see p. 5) has not yet been seen by us as we go to press. We will plan to present a summary of the entire plan next issue, assuming it's available to us by then. Important points about the timing of the plan adoption are these: citizens have between now and Aug 31 to attend and comment to the ICC public hearings on the plan; thus citizens are pressured to get to work at once in yet another effort to save their needed trains--and in a period of vacation time; politicians always arrange it that way--remember the the original Amtrak plan that had to be reacted to quickly over the Christmas holidays? After Dec 31, when the final DOT plan is written, Congress must consider it (and it is not yet clear exactly what action Congress should take to either accept, reject or modify it), and again citizens will have to communicate with their Congressmen. Congress will have only 5 months to get their constituents' reactions and get legislation hammered out and passed. Politicians won't have to make any final decisions on the plan until safetly after the November elections..... AMTRAK IS WORRIED, and rightly so, that the news of the proposed cuts will mean reduced ridership this summer. Many people will think the cuts are already taking place. It is important for rail supporters to make it known to the general public that the trains are still running, and will continue so until at least July 1 of 1979. Remember how ridership fell earlier when Amtrak talked publicly of proposed cuts?.....

* * *

TRAINS ARE RUNNING this summer (still) and not only running but looking better than before on the long distance Western routes. With the COAST STARLIGHT and SAN FRANCISCO ZEPHYR now carrying dome cars along their entire routes, scenery viewers have a new treat in store. The regular consist of the STARLIGHT is now including two dome cars--a dome coach and a dome lounge. The SFZ will have at least one dome coach on its entire route. On May 6 the STARLIGHT left Seattle with four domes in its consist--a virtually unique event. Besides the dome coach and ex-SP dome lounge in service, two dome coaches on the rear deadheaded to Oakland for use on the SF ZEPHYRS..... USA RAIL PASS summer prices will be lower than last year. Starting May 16 the 14-day pass will cost $250 ($290 last summer); the 21-day pass $315 ($365 last year); and the 30-day pass $385 ($450 last year)..... THE NEW CHESAPEAKE'S departure times given last issue (p. 13) were correct, but the end point arrivals not: train 421 reaches DC at 9:20am and 420 hits Philly at 6:54pm...

* * *

SOUTHBOUND PACIFIC INTERNATIONAL was hit by a logging truck the morning of May 5 and delayed 15 minutes..... THE MOUNT RAINIER northbound on Mar 18 suffered an engine failure near Kelso-Longview WA and the 180 passengers found themselves without lights, air conditioning, microwave oven, etc. A BN engine from Kelso was found to haul the train on..... BRITISH COLUMBIA RAILWAY schedules listed in the Apr 30 Amtrak nationwide timetable have errors in the times..... WHEN PULLMAN STANDARD strike ended, only 300 of 1700 workers returned. More delays to bi-level car construction are thus inevitable. Amtrak is aiming for a Nov 1978 first run of the cars, at the earliest..... WITH PAUL REISTRUP leaving his position as Amtrak president, it is expected that he will stay on several months as a consultant to the Northeast Corridor. Said one Amtrak person who didn't want to be identified: Reistrup was too honest and straightforward. The position requires a more skilled political type. It is being said that chief operations man Marty Garelick will be actually running Amtrak, while Alan Boyd will deal with the the Washington politicos. We've been hearing only favorable comments about Garelick's running of Amtrak thus far. What Boyd's attitude is toward expansion of the Amtrak system, nobody seems to know. People are adopting a wait-and-see attitude. Strange. What regular corporation would take on a president whose attitude toward its product was unknown? We thought Amtrak was supposed to be operating in the manner of a for-profit corporation. Every other transportation mode has highly-paid, highly motivated for profit people pushing it (auto manufacturers, airlines, bus companies) and the purpose of creating Amtrak was to get people to push rail travel in an efficient, competitive way, as if they were making money.....

BUDD'S NEW SPV-2000 railcar had an accident the afternoon of Apr 23, that temporarily sidetracked it. The car had been shuttling some 550 passengers between Stoughton and Canton Junction in celebration of the renovation of the Stoughton station and was returning to Boston when it hit a pile of ties just east of the Hyde Park (on the old NH mainline) station. The electrical system and cab signal system were ripped out and repairs will be made locally and the car returned to service on the B&M's northern routes. Earlier, on Apr 12, four Budd RDCs on train 506 on the B&M, inbound from Rockport, derailed about 2½ miles west of the Rockport station, tearing up 1000 feet of track but causing no injuries. Official word was that the cause of the derailment was not known, but passengers blamed it on a combination of rotted ties with loose tie plates and spikes, soft ground from the thaw, and the fact that nearly 3 dozen breaks have occurred to rail on the Eastern Route and Gloucester Branch in the last two months since Geep-hauled push-pull sets have been in operation. Repair costs were about $27,000 and passengers were bused for nearly 3 days (Pete Roehm).....

RAIL FANTRIPS

Jun 9-11: Portland Rose Festival Tour, Vancouver B.C. to Vancouver WA RT on PACIFIC INTERNATIONAL & COAST STARLIGHT. $102 & up incl. hotel, sightseeing tour, etc. Skyline Travel, 563 Granville St, Vancouver B.C. V6C 1X6, Canada.

Jun 3-4: Train/bus tour to Sequoia & Kings Canyon National Parks from San Jose CA and Bay Area. $74 & up. NRHS, Central Coast Chapter, Box 8407, San Jose CA.

Jun 3: Coast Line Express, private train RT L.A.-San Luis Obispo CA. Lv L.A. 7:40am. $39.50; 3-hour layover in San Luis. Box dinner $6. Pacific RR Society, PO Box 70, East Irvine CA 92650. (213) 325-6202 eves, (714) 837-9061 morns.

Jun 10: Steam excursion on Clinchfield RR, with CRR #1, Erwin TN-St. Paul VA RT. Photo stops & runbys, spectacular line. $35. East Tennessee Rail Fan Ass'n, c/o Dean Odiorne, 129 Rosefield Dr, Kingsport TN 37660.

One Fantrips listing is free. Rail Travel News, Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"In France 'Bon Voyage' means 'Bon Voyage by train.'" Because in France everything has been designed to make your trip fast, pleasant and comfortable."

--French National Railroads travel guide

SLIP OF THE MONTH CLUB***

"That was just one of the countless hurdles to be crossed as Canada's rail passenger system gets ready to go Fia, and--as Via officials would have it--to go contemporary."

--Edmonton Journal, Mar 25

(Nothing to Fia but Fia itself.)

"The first rule on communicating with a mechanic, shop foreman or service writer is, Speak Up!... One of the best shortcuts to communication may have been devised by Tuneup Masters. Their work order has a section called 'Car Problem Information' to be filled out by the customer. Included is a series of bores to be checked off. Each describes a particular problem, such as knocking, hard starting, stalling, smoking, missing, hesitating or sluggish running, plus a few lines to describe something 'other than above.'"

--Motor Trend magazine, May

(Yeah, cars are a bore. Try the train.)

EXPRESS ADS

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SUMMER RAIL TRAVELERS.. Reserve NOW and avoid paying the summer fare surcharges which will range up to 10% more than the present rates. Details from the rail specialists, Let's Travel Tours, PO Box 2768, Riverside CA 92516. 714-787-8350.

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Boston-Bellows Falls VT roundtrip Jun 24. First daylite train B&M CT River line in 12 yrs. Photo runbys, optional side trips to Steamtown & White River Jct. $29.95 by 6/1. Mass. Bay RR Enthusiasts, Box 136, Dept N, Ward Hill MA 01830.

Express, Railroad & Traction uniform buttons. Send $1 for sample & list. J. Lajoie, 22 Stevens, Methuen MA 01844. See you at Edaville June 18 & 19, 1978.

TIMETABLES - Public & Employee New list monthly. SSAE for latest list. Compendium of AMTRAK timetables, 50¢. CARL LOUCKS, 199 Wayland, Hamden CT 06518.

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal, Pullman items from 30 railroads. Long stamped envelope for list. See us at Mile High RAILFAIR '78, Golden, Colo. July 8 & 9. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy large or small railroad collections. Also trade.

DOES THE PIONEER look any different from the ANN RUTLEDGE or HILLTOPPER? See for yourself with Northwest Rail Images' newest slide sets: A Look at Amtrak in the West, and A Look at Amtrak in the East. Each 25-slide set is $6.00 postpaid; add 25¢ each for 1st class mail. N.R.I., 4891 Donald Street, Eugene, Oregon 97405.

STREET-CAR days in Seattle: "Trolley Trails Through the West", Vol. II, new illustrated edition. $3 including postage. Wilson Brothers Publications, Dept. RTN, Box 712, Yakima WA 98907.

BREAKFAST ABOARD THE CAPITOL LIMITED, rolling east thru Harper's Ferry--something worth remembering. Did you order the King's Breakfast? Frame this fine Capitol Limited 1970 Breakfast menu reprint. Only $1 plus 25¢ postage and handling from The Pullman Travel Company, Box 6843, Chicago, IL 60680. (SSAE brings list)

ATTENTION RAILFANS: 25-day trip from Fla. to NRHS Convention in Portland, leaving about Aug. 21. Shortlines and industrials to be visited on the way. Want two or 3 to share expenses. Join anywhere. J. L. Oates, 810 Wolf Tr, Casselberry FL 32707

MIRABEL AIRPORT? Take CP Dayliner 133 from Montreal or CP 132/134 from Ottawa-Hull to Mirabel CP station & transfer to Albert Martel's Cab. Call 514-258-2408 to reserve in advance. Taxi takes 10 minutes, costs $4 all-inclusive. VIA Rail to Mirabel! TRANSPORT 2000 OTTAWA Region, Box 300, Chelsea, Que. JOX 1NO.

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